App. F. IX-4

B127

Previous References.

A 21—46—12, 16.

1946-7

(S.D.)

A

File No. 21—46

Serial Nos. 26, 28

Later References.

GENERAL AND REVENUE SECRETARIAT

erial Nos. Two

Reserv

P.9/15

March 47

Part B for

SUBJECT

Repairs to Lorry No. Myg 4721 & 4722

P :—P 1—23

R :—P 1—45.

To. The S.P.S. in Mysore.

S.O. 7991/ A 21—46—28 dt 25.3.47

Repairs to lorry No MYZ 4721 and 4722 at a Cost of Rs 2688-11-6

App. F. III-2

General and Revenue Secretariat | File No. A21 of 1946.

Serial No.

Letter No. T.R.C. 1574/46-7 dated the 12th March 1947, from the Additional Director of Food Supplies (Transport), Bangalore requesting in the circumstances stated sanction is accorded to an expenditure of Rs 2,688-11-6 incurred for getting two lorries No MYZ 4721 and MYZ 4722 respectively by M/s George Oakes Ltd. Bangalore.

1) Secretariat Note Paper is invited to this office letter No F.D.A 3005 dated the 7-10-1946 approving the action taken by the D.F.S in accepting the estimate of M/s George Oakes Ltd for overhaul & repairs to lorries Nos MYZ 4721 & 4722 at a cost of Rs 1286-9-0 with certain observations.

2) The Additional D.F.S (Transport) states that the actual labour charges for repairing the said two lorries came to Rs 1360-4-0 as against the sanctioned estimate of Rs 1,286-9-0.

3) The cost of spare parts for both the lorries amounts to Rs 1328-7-6. The Addl D.F.S while answering the various observations raised in this office letter dated 7-10-1946 regarding Early Sanction to a total expenditure of Rs 2,688-11-6 as detailed below,

	MYZ 4721	MYZ 4722	Total Rs
1) Labour charges for repairing	680-2-0	680-2-0	1360-4-0
2) Cost of spares & parts used	711-3-6	617-4-0	1328-7-6
	1391-5-6	1297-6-0	2688-11-6

The Addl D.F.S states that the above two lorries have done more than 50,000 miles & that the expenditure of Rs 2,688-11-6 spent on putting the lorries into service is justified. Further he has certified that the lorries after repairs are working satisfactorily.

4) For orders whether the expenditure of Rs 2688-11-6 may be sanctioned with financial concurrence, as the Addl D.F.S states that the firm is pressing for payment of the bills.

Food Secy) 5th May 14/3/47

6 May be issued 14/3/47

Thin Law. 15/3/47

Thin Secy wpk 17/3/47.

18/3.

The Mess says a lot of bills are pending since a long time. They should be cleared very early. 14/3

FINANCIAL SECRETARIAT U.O.No. Fl 6363 15/3

OFFICE OF THE LAW OFFICER FOR LAW

No. 6303

NOTE– Contn. Sheet

File No. 921 of 1946.

General and Revenue Secretariat

Serial No.

D/t C.O. sanctioning is held for appl.
19/3/47

19/3/47

Fl. common No. 3986.

F/S has agreed Draft is fair settled

21/3

agreed
21/3

D/t letter to the D.F.S is held for appl. Reminder from 9 supra
24/3/47

24/3/47

GOVERNMENT OF MYSORE

Tele { phone: 2231 / grams: Foodsup.

OFFICE OF THE
DIRECTOR OF FOOD SUPPLIES
IN MYSORE,

No JRe- 1574/46-2 A 21-46-26 *Bangalore, dated* 19th March 1947.

ENCLS.

Enclosures. 16 sheets to 1

FROM Rajasevaprasaktha
R.N.Mirza, B.E., A.M.I.C.E.,
Additional *Director of Food Supplies* (Transport)
in Mysore, Bangalore.

13 MAR

12/3/47

TO

K. Srinivasan, Esq., B.Sc., 6305

Secretary to Government, Food & Civil Supplies Department,
Bangalore.

SIR,

Subject Overhaul and repairs to lorry Nos. Myz.4721 and 4722 (Ford 1941-42).

I have the honour to invite reference to your letter No.SD.C. 3005/A.21-46-16 dated 8th October 1946 and report as follows:--

2. As the action in accepting estimates of M/s.George Oakes Ltd, was approved, necessary steps were taken to entrust the work of repairir the two lorries to that firm in July 1946 and they were ready for delivery on the 3rd and 4th of December 1946.

3. The labour charges for repairing lorry No.Myz.4721 came to Rs.680-2-0 as against the estimated figure Rs.683-2-0 and the actual cost of spares came to Rs.711-3-6. (Vide para 3 of this office No.TRC. 1574/46-7 dated 4-9-1946). The labour charges of repairs of the lorry No. Myz.4722 came to Rs.680-2-0 as against the estimated figure of Rs.603-7-0 and the actual cost of spares and parts used came to Rs.617-4-0. (Vide para 3 of this office No.TRC.1574/46-7 dated 4-9-194

4. The Transport Officer, tested the same and found them quite satisfactory. He informs me that even to-day they are working.

5. Mr.Narayana Iyengar, the Manager of George Oakes & Co has recently seen me twice and represented to me that his bills have not been paid. I have not been able to investigate the various causes that have held up this bill,(and also many other bills)

so far. To save time and inconvenience to a good firm, I am forwarding to you herewith the two sets of bills. Mr.Narayana Iyengar, explained to me that owing to his not having recovered the amount for his bills for so long he has, to a certain degree, incurred the displeasure of his superior officers in Madras. I have gone through the bills. They are excellently prepared, and the Transport Officer says, that the lorries are also satisfactory, and so, I feel justified in submitting my request to Government that the total amount of the bills as. 2,688-11-6 may be sanctioned immediately, pending any other further correspondences on the subject.

6. Your letter has asked some other particulars also. I will do my best to reply to the same with the information available at my disposal.

(a) Comparative quotations:- The Transport Officer, has called for certain informations from four or five firms of repute. Two have replied. Unless there is something very profitable motor engineering firms are not too ready to give such detailed information when there are so many difficulties for obtaining spares and labour. When I was the Fuel Controller in Civil and Military Station in 1945, I had a few lorries and cars under my control, and we used to divide the work between firms like, Simpsons', Webbs' and Addisons'. If quotations have to be called for in an elaborate way, I will have to make a special study as to how it should be done and consult Military and other Motor Workshops; because, all the firms do not quote in the same way and I have also been explained why this is the case. For the present I have done my best to compare the rates received from the two firms and I find everything quite satisfactory. There is another important matter which has also be studied from engineering technical point of view. We have several types of lorries and a firm like, George Oakes will tackle generally for "Ford" lorries and Addison's for "Dodge" lorries. To take an actual case of the two lorries which are "Ford", technically speaking it would not ha

been correct to ask Addisons to quote for "Ford" lorries and that is another reason why calling for quotations for various involves a lot of labour, consideration and discussions before-hand.

(b) Checking of price from catalogue prices:-- This has been done by the Transport Officer. I have also glanced through the cost sheet and I am prepared to accept the statement of the Transport Officer.

(c) These lorries were bought in April 1944, and were despatched to Kolar. The Transport Officer has written to the Deputy Commissioner, Kolar as follows on 17-9-46 and 13-2-47 respectively:-

" I have the honour to invite your kind reference to this office letter No.T.0.870 dated 5th September 1946 regarding the previous history of repairs & c., to lorries Myz.4721 and 4722 and request a very early reply thereto since the same should be submitted to the Director of Food Supplies in Mysore, Bangalore.

This may kindly be treated as extremely urgent."

(2) "I write to invite your kind personal attention to this office letter No.T.0.870 dated 5th September 1946, T.0.1102 dated 17th September 1946, and T.0.1467 dated 24th October 1946 regarding the mileages run by two lorries Nos. Myz.4721 and 4722 while at Kolar and to state that no reply has been received till now. As the Government is urging for the mileages run by the two lorries in question in their letter No.SD.3005/A.21-46-16 dated 8-10-46 the available information may kindly be furnished immediately."

So far, no reply is received. At any rate, I gauge that the lorries must have done more than 50,000 miles. In your letter you are pleased to enquire "whether the heavy repairs after only 2 - 3 years of service are justified or not". I am a Civil Engineer and cannot claim to be a Automobile Engineer and so to gain some knowledge I have devoted some time in the following workshops.

1) 515 Command Workshops (Military) - Agram which deals with 500 to 600 Engines per month (Overhauling work)

2) Military Station Workshops - Agram which carries out servicing for lorries

3) The Occupational Institute, Bangalore.

4) The Central Industrial Workshop,

5) Messrs.Addison & Co,

From the knowledge gained by talking with experts, I may be permitted to submit my view in the matter and it is that every 5,000 miles, a lorry should be sent to a proper service station, like, Addison & Co, or Simpson & Co., or George Oakes Ltd., for servicing and checking up. As we have no servicing station of our own, the present state of affairs has arisen. This office at present is trying to organise a small service station with the help of the Occupational Institute and the Central Industrial Workshop. In the circumstances stated, the amount spent on putting these two lorries into service after three years of strenuous work is justified.

While concluding, I submit that early orders may be passed sanctioning the bill amounting to Rs.2,688-11-6. The return of the enclosures is requested.

I have the honour to be,
Sir,
Your most obedient servant,

12/3/47

Additional Director of Food Supplies
(Transport)

G. R. S. App. F VI—G 2]

SUBJECT .....

.....

.....

Received 20/3/47

Typed 20/3/47

Diary No. of letter replied to .....

Section A

File No. 21-46

Serial No. 28.

General and Revenue Secretariat

( )

the 194

Proceedings of the Government of His Highness the Maharaja of Mysore.

Date of issue 21.3.1947

Signed by Mr. M. M.

Read— Letter No. S.D.A. 3005/A 21-46-16 dated the 8th October 1946 approving with certain observations action taken by the D.T.S in Mysore, Bangalore in having accepted estimates for Rs. 683-2-0 and Rs. 603-1-0 of M/s. George Oakes Ltd. for overhauling & repairing the departmental lorries MYZ 4721 & MYZ 4722 respectively.

2) Letter No. T.R.C. 1574/46-7 dated the 12th March 1947 from the Additional D.T.S (Transport) in Mysore, Bangalore stating that the ~~requesting in the circumstances explained~~ expenditure on account of ~~sanction to an expenditure amounting~~ overhauling and repairing the above lorries aforementioned to Rs. 2,688-11-6 as noted in the margin ~~for overhauling & repairing the above two lorries~~ as against the estimate for Rs. 683-2-0 and Rs. 603-1-0 agreed in the letter read above and requesting sanction for the increased expenditure.

Order No. M/S 1882-84.

Sanctioned the expenditure being debitable to the head '32-B-Expenditure Connected with the War 1939

May this be—

(i) printed ?

(ii) treated as a standing order ?

(iii) published in the Gazette, English Part ?

(iv) translated ?

(v) placed at the disposal of the press ?

(vi) published in the Gazette, Kannada Part ?

	MYZ 4721	MYZ 4722
	Rs.	Rs.
Labour charges	680-2-0	680-2-0
Cost of spares	711-3-6	619-4-0
	1391-5-6	1299-6-0 Total Rs. 2688-11-6

3 Department of Food Supplies

Dec
19/8/40

Sir Secy to Govt

Food Dept.

L 19/8/40

The C. F. S in Ryton, Bengalon with reach.

Completion Circ F.O.

Copy L R&A - 78

List of Enclosures

Copied by

Examined by

WD 087—GPB—40,000—14-11-40

G. R. S. App. F. G. 3

GENERAL AND REVENUE SECRETARIAT.

(*Continuation sheet draft form.*)

Recd. on 25/3/47 TYPED 25/3/47

No 57991 A21-46 8/25.3.47.

To,

The D.T.S. in Mysore, Bangalore.

Sir,

In Continuation of C.O No 7882-84 A21-46-28 dated the 21st March 1947 sanctioning an expenditure of Rs 2[redacted]11-6 for overhauling and repairing the departmental lorries MYZ 4721 & MYZ 4724, I am directed to observe that ~~there appears to be~~ several bills are pending payment ~~a lot of bills pending~~ since a long time & the ~~Board~~ may be request that they cleared very early.

Thro Dy 24/3/47 for Dy to Govt Mysore

24/3/47